



**NATIONAL
BUSINESS AVIATION
ASSOCIATION, INC.**

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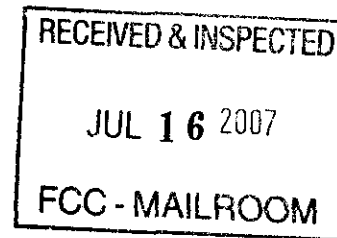
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July 6, 2007



The Honorable Marlene H. Dortch
Secretary
Federal Communications Commission
445 12th Street, S.W.
Washington, D.C. 20554

*Re: Consolidated Application for Authority to Transfer Control of XM Radio
Inc. and Sirius Satellite Radio Inc., MB Docket No. 07-57*

Dear Secretary Dortch:

I write on behalf of the National Business Aviation Association ("NBAA") in support of the proposed merger of XM and Sirius. The NBAA, founded in 1947, represents the aviation interests of more than [8,000] member companies that rely on aircraft to conduct their businesses, including nearly 100 percent of the Fortune 500 industrial companies that operate business aircraft. Collectively, our members generate nearly [\$5 trillion] in annual revenue and employ [19 million people] worldwide.

The NBAA's interest in this transaction arises primarily from a desire to ensure the continued development and deployment of a satellite radio service that is crucial to the productivity of our members given the tremendous situational awareness enabled to pilots nation-wide. Specifically, the vast majority of our members subscribe to XM WX Satellite Weather ("XM Weather"), the leading source of cockpit weather information in the country. XM Weather, first launched in 2003, is available independently of XM's audio entertainment offerings. It supplies pilots with nationwide weather coverage, allowing users to "zoom in" or "zoom out" in order to access as much or as little data as they want at a given time. This information, which can be displayed on either handheld or panel-mounted units, is updated at regular intervals (usually every five minutes) to provide pilots with maximum situational awareness. Currently, 85 percent of all new general aviation aircraft now offer factory-installed XM Weather systems. XM Weather systems are also used on boats and in vehicles, and by emergency responders.

A key to XM Weather's value is the reliability and dependability of XM's satellite-based infrastructure, which was designed to deliver high-quality audio entertainment to cars, homes, and people on the go, across the country and under all conditions. This nationwide, redundant network that can deliver signals to any place, at any time, and at all altitudes, under any weather conditions and regardless of any other physical obstacles.

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The benefit of such a service for the aviation industry is clear, and it has not gone unnoticed by the aviation industry. As one writer for *Flying* magazine recently proclaimed, "XM Weather is nothing short of miraculous."¹

We believe that the proposed satellite radio merger will further promote this valuable service and strengthen the combined company's ability to provide it. XM and Sirius explained in their application that their merger will result in numerous efficiencies—cost savings as well as the combination of the two engineering organizations—that will enable the combined company to offer advanced services more rapidly and with greater capabilities than if the companies remained separate. In particular, XM and Sirius stated that "the combined company will be able to introduce new services, such as advanced data and telematics services," which they stated would specifically include enhanced weather offerings. Such services already are invaluable for the business aviation industry, and the prospect of additional improvements would only further the business objectives of our members.

Accordingly, the NBAA and its members respectfully request that the FCC approve the proposed merger, in order to facilitate the continued evolution of and innovation in avionics technology.

Sincerely,



Edward M. Bolen
President and CEO

¹ Richard L. Collins, *Flying with XM WX*, FLYING, Apr. 2007, at 70.